

Vol. 29, No. 12

December, 1978

From The Montana Aeronautics Division

Power Plant Winterization

This brief discussion won't solve all of your cold weather maintenance problems. We hope that the tips offered here will make the job a wee bit easier. The extra effort expended on the care of your aircraft will compensate for the greater demands made on it by winter operations. Treat the bird kindly and you'll fly warm, safe and happy . . . confident that you will get to your destination.

Particular attention should be given to the lubrication system, the life blood of any power plant. Neglect will mean accelerated engine wear which, in turn, increases the probability of inflight failure.

Lube system responsibilities do not stop with the change to winter grade oil. Far from it! Oil lines, hoses, connections and clamps are far more vulnerable now than any time. Engine "plumbing" needs require continual, close inspection.

If the engine is equipped with oil filters consider cleaning or replacing them at more frequent intervals during winter months. High oil pressures during engine warmup coupled with restricted flow through a dirty filter have been known to unseat fil-

ter covers.

Engine start and runup procedures should follow the instructions in the owner's manual or the recommendations of the engine manufacturer as closely as possible. But remember even this guidance must be tempered with good judgment based on the prevailing conditions. During start and warmup, be careful not to exceed the recommended r.p.m. limits.

Many of today's low-profile engine installations may cause some headaches if one doesn't understand them. While designed to provide adequate cooling air flow in flight, the system just won't hack extended ground operation. Keep in mind that only a limited volume of air flow is available for ground cooling. YOU CAN'T EXPECT TO PULL A LENGTHY RUN-UP AND THEN TAXI FOR MILES with Cylinder Head Temperature (CHT) heading for (or past) the peg. Next, add a takeoff with the too-hot engine and more complications arise.

The volume of air flow now available super cools the cylinders in a hurry. In fact, so rapidly that the pistons begin to cool, decreasing the clearance between piston and cylinder wall. The result? Increased wear and scored cylinder walls.

(Minnesota DOT)

Commercial Air Service To Be Discussed

There will be a meeting between eastern Montana and North Dakota parties regarding commercial air service within both states. The meeting will take place February 15, 1979, 11:00 a.m. in the pilots lounge at the Billings Airport.

The purpose of the meeting is to gather interested parties together to exchange ideas and concepts for air service and routing through Montana and North Dakota.

Jack Lawson, Billings, stated that Montana should not be fragmented in their dealings with the commercial airlines, but as the entire state became unified, real advances could be realized throughout the state.

Anyone interested in attending this meeting should contact Jack Lawson, Billings, (406) 248-1611. The meeting is not limited to those in the eastern portion of the state.



Administrator's Column



I attended a joint meeting between officials from the Federal Aviation Administration, state aeronautics agencies and the United States Air Force in Seattle on December 1 to discuss the reporting of Emergency Locator Transmitters (ELT) procedures. The purpose of the meeting was to discuss and work out policy changes in the reporting of ELT signals to the responsible state agencies.

Scott Air Force Base is the Air Force Rescue Coordination Center for the entire United States. As such, they bear the responsibility of coordinating all aircraft search efforts.

There was some concern expressed that some of the states in the northwest region may have been experiencing some communication breakdown in getting the word to the responsible agency on ELT reports. We in Montana have experienced no such problems and could only recommend that the present procedures being used in our state be continued.

We are very proud of our search and rescue volunteer system and specifically those of you who have given of your time and aircraft for this important cause.

* * * * *

During this month I plan on meeting with the officers of the Montana Pilots Association, Montana Aviation Trades Association, Antique Aircraft

Association and the Flying Farmers regarding the upcoming proposed legislation relating to aviation in Montana. Legislative matters being considered by various organizations and the Aeronautics Division included Powerline Marking, Antique Aircraft Tax Exemption (paralleling the antique automobile tax exempt status), Aviation Fuel Tax Increase, Airport Land Use Zoning, Airport Liquor Licensing, and Aeronautics Board Filing Fee.

It is our hope that the combined effort of the entire aviation community will result in success with the 1979 legislators.

* * * * *

The Civil Aeronautics Board has scheduled meetings in an effort to develop the new small community service program under the recently enacted airline deregulation act. The meeting for our area is tentatively set for January 15 in Seattle.

The airline deregulation act addresses the small communities air service program and essential air transportation for those communities which is yet to be established. Small communities presently receiving subsidy airline service or communities having lost their airline service within the past ten years are eligible for subsidy commuter airline service under this new act. The Civil Aeronautics Board is seeking input from the state and local community levels in an effort to establish criteria for essential small community air service. More details regarding this issue may be found elsewhere in this publication.

* * * * *

On behalf of the staff of the Aeronautics Division I extend a very Merry Christmas and a good flying New Year to you all.



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Official Monthly Publication
of the

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MONTANA AND THE SKY is

published monthly in the interest of
aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59601

Subscription \$1.50 per year

Edited by: Paula K. Lindsey



THURDER'S  HELENA

FAA Certified Pilots List

We have received quite a few calls, letters and notes regarding the discontinuance of the list of pilots which recently have been registered by the Federal Aviation Administration. Approximately one year ago the FAA denied us use of this list due to the Freedom of Information Act.

Any further questions concerning this matter should be directed to the General Aviation District Office, Federal Aviation Administration, in your district.

A Dirty Word?

By: Dave Kneedler, Chief
Airport/Airways Bureau

What's a dirty word? Well, there are lots of them and "zoning" is certainly one. And you probably ask "so what?" — here's what.

We are concerned (or should be) about airport zoning — more realistically called planning the use of land around airports. So, "that's what" and here's why.

Montana is extremely fortunate that she does not have the land use pressures which exist in more populous states and which have as a matter of record resulted in law suits, airport use curfews, etc. In many court cases (at least one right here in Montana) airports, and therefore, aviation has been judged as a nuisance which must be curbed or penalized. That conclusion and its implications should be a matter of grave concern to all of us in the aviation field. Without airports which are safe and usable when needed, aviation and our economy will suffer. Furthermore, the fact is that although court cases in Montana have been few there are a number of examples in our state of grossly incompatible land uses which have come into existence around some of our public use airports and these indeed present a very real problem in the future. It is also reasonable to assume that if some positive step is not taken to prevent the spread of additional incompatible land uses every public use airport in the state of Montana could conceivably be threatened.

In recognition of this, legislation was introduced in the 1977 session of our legislature to assist communities to protect, through the implementation of mandatory zoning requirements, its investment of public monies in its airport. The legislation introduced was made mandatory simply because a "permissive" law was already on the books which had proven unworkable because of special interest pressure on the local level (primarily by land developers). Unfortunately the law which resulted from this legislation was, for whatever reasons, "watered down" to the extent that its enforceability and meaning was and is very questionable.

Although we in Montana are still

relatively free of land use conflicts in the vicinity of airports the need to head off future conflicts still exists. We have therefore formulated "compromise" amendments to the existing airport land use zoning law which the Montana Airport Management Association has agreed to sponsor and lobby on behalf of Montana aviation. Rather than go into tedious detail regarding the improvements to the existing law which seem necessary, I would simply like to point out that:

1. The aviation community's efforts last session were no more successful than they were because:

- a. Zoning is a "dirty word" to begin with, and
- b. They did not enjoy the active support of all of aviation.

2. The need to protect our airports still exists and indeed becomes more acute daily.

3. We will be no more successful this time than we were in 1977 unless the Airport Management Association has the active support of the entire aviation community. Now is the time to personally contact your legislators. Now before they get to Helena and the proverbial "pressure cooker" begins.

If you will help and feel the need for more detail than this article provides, please let us know and we will furnish everything necessary to fully inform you and your legislators — this is the key to a successful effort.

Fighting the Snow

By: Ted Mathis
Airport Manager

Many Montana airline airports are fighting this year's heavy snow with new equipment. The purchase of this new equipment was made possible by a change in the FAA airport development aid program which now permits airports to spend federal funds for snow removal equipment.

Most of Montana's airports have purchased the new generation high capacity snow removal units. The two most common are the Idaho-Norland and the Case Unimog.

The Idaho-Norland double ender has implement attach points on the front and rear of the unit. It has opposing seats and steering wheels which permit it to be driven easily in either direction. Some of the attach-

ments for the double ender include a rotary snow blower, three yard material bucket, five yard snow bucket, power broom, and straight and wing plows in various widths up to twenty-four feet. Airports at Bozeman, Butte, Billings, Helena, Lewistown and Glasgow have purchased the new Idaho-Norland machines. Prices for these new snow plows range from \$65,000 to \$100,000 depending on size and attachments ordered.

Another popular snow plow now in use on Montana Airports is the Case Unimog. This truck is manufactured by the Daimler-Benz Corporation and is equipped with a 94 horse power Mercedes-Benz diesel engine. The truck can be purchased with dozens of attachments ranging from snow blowers to cherry pickers. Airports in Montana which have purchased these trucks include Sidney, Glendive and Miles City. The cost of the new Unimog is approximately \$45,000.

Along with the above mentioned snow plows, Montana airports have also used ADAP money to purchase power brooms, dump trucks with snow plows and motor patrols. Not to be out done, the Billings airport now has a specially built 28-foot snow plow built by Idaho-Norland. All of this equipment is making snow removal much easier at Montana airports.



Idaho-Norland double ended snow plow at work on the Helena Airport.



Case Unimog snow blower at work.

Halloween Air Race

It started out as a promotional race for a Nevada casino and now it appears that the Jackpot Halloween Air Race may become an annual event.

October 28, 1978, was the day 24 planes from all over Montana took off from Great Falls to race to Jackpot, Nevada, a 420 mile run.

Jim Thompson, Great Falls, won the Class 1A for the second consecutive year and won \$200.00. His time was two hours fifty two minutes.

Dr. James Elliott, a Miles City physician, piloting a Cessna 210, won Class 1B in two hours twenty minutes. Dr. Elliott was the first to land in Jackpot and received a total of \$225.00 for his efforts.

Richard Hansen, Gildford, took first place in Class 2 in three hours fifty-nine minutes, while Herb Sammons, a Cut Bank rancher, won the Class 3 division in a Cessna 180, making the trip in two hours forty-six minutes. Both pilots won \$200.00 each.

Terry Miles, Superior, a newcomer to the skyways, captured four awards. He won third in Class 2, after Tom Franken, Great Falls, for \$100.00, and got \$25 each for being the youngest participating pilot (he's 33), for possessing the latest pilot's license (11 months old) and for being the last into Jackpot in his 1956 Piper Tri-Pacer.

Other respective place winners were:

Class 1A — John Monroe, Kevin, Piper Comanche, 2:59; and Bill Meisburger, Forsyth, Piper Arrow, 3:15.

Class 1B — Jack Norman, Havre, PA-24, 2:35; George Tillitt, Forsyth, Cessna 210, 2:34; and Dan Murray, Lewistown, Cessna 210, 2:38.

Class 3 — Karl Heberle, Forsyth, Cessna 182, 2:44; Ron Lentzner, Glasgow, Cessna 182, 2:47; and Bill Ferguson, Big Timber, Cessna 182, 2:48.

Two women pilots, Elizabeth Gunn, Helena, in a Cessna 182 and Ruth Smith, Rudyard, in a Cessna Cardinal, failed to place.

Cactus Pete's in Jackpot presented cash awards in excess of \$2,000 and has agreed to put up \$500 for every successful year thereafter.

Mrs. Patti Thompson, Chairman of the air race, stated that this year was limited to Montana Pilots Association members, but she said that it may be opened next year to entries from other states. The 3rd annual race is already in the planning stages and will be held in October, 1979. Mrs. Thompson said that 17 planes participated in 1977, 24 planes in 1978 and the goal for 1979 was 40 planes in competition.



Patti Thompson, Great Falls, Chairman of the Jackpot Air Race, who did such a great job organizing and coordinating the air race.



Dr. Jim Elliot, Miles City, took first place in the Class 1B, and was first to land flying his Cessna 210.



John Monroe (left), Kevin, came in second place in Class 1A, received a \$150.00 check from Al Huber of Cactus Pete's.



Al Huber (right) of Cactus Pete's presented Herb Sammons, Cut Bank, with a \$200.00 check for taking first place in Class 3.



Jim Thompson, Great Falls, flew this Mooney Super 21 and came in first place in Class 1A.



Ruth Smith, Rudyard, was one of the two women pilots who participated in this years race.



Tom Heald, Billings, flew this 49 Beech Bonanza C-D35, the oldest plane in the race.

Montana and Airline Deregulation

On Tuesday, October 24, 1978, President Carter signed the Deregulation Act. The new law, which ends forty years of federal protection for the airlines, marks the first time in decades that the government has deregulated an entire U.S. industry. In signing the legislation, Carter professed the hope that it will be a "precursor" to steps to "minimize regulation" in "other overregulated industries," including other modes of transportation. In an economy in which regulatory burdens have arguably become an important source of inflation, airline deregulation could now be a turning point of immense consequence for a large segment of the nation's airline business and local community service.

The act will end the Civil Aeronautics Board's powers over routes and fares by 1983 and abolish the agency entirely in 1985. Meanwhile it's authority will be slowly curtailed. Every carrier, large and small, trunk and regional, may lay claim to one new route of its own choosing in each of the next three years without CAB approval. The carriers may also continue applying for CAB permission to fly additional routes, and their applications will be considered without the traditional bureaucratic delays.

Under the bill, any city that is on an air carriers certificate on the date of enactment is guaranteed air service for ten years after that date. This includes cities that have suspended service as well. To insure this service, the bill establishes a new subsidy program, and directs the CAB to establish a level of "essential air service" for that city. This level of service can be whatever the CAB feels will meet the community needs. The CAB must consider the views of any interested community and the state agency of the state in which the community is located.

The CAB has scheduled a series of meetings with state and local community officials to gain input in establishing the new small community minimum level air service and subsidy criteria. The Montana Aeronautics Board and the Aeronautics Division will actively participate in these meetings.

Air carriers that are presently serving cities are required, by the new act, to give notice to the community if they plan to drop below the level of essential air service. Certificated carriers, like Western or Northwest, are required to give 90 days notice to the community in which they are planning to reduce their operations or pull off the market altogether. Commuters which are not receiving subsidy must give 30 days notice of their intentions. After this notice is given, the CAB must do everything that it can to find a suitable replacement carrier for the market.

Some officials say the deregulation measures could add more commuter type flights to smaller cities in Montana. Michael Ferguson, Administrator of the Aeronautics Division, said it will probably increase the number of flights for such smaller cities as Miles City, Glendive, Sidney, Havre, Wolf Point and Lewistown. Those cities currently are served by Frontier

Airlines who has already indicated that they plan to pull out of those smaller markets. But, Mr. Ferguson pointed out, that the deregulation bill requires Frontier to continue service until a satisfactory replacement airline is found. Most likely that replacement airline will be a commuter type operation which operates planes of about 18 passenger capacity.

Under the law, the commuter type airlines replacing any subsidized certificated carrier would also be subsidy eligible by the federal government to insure against financial losses. Some airports have expressed concern over possible pull out by the larger airlines as they have obligated anticipated revenues from the airline operations to pay for new terminal buildings and other airport improvements.

In addition to the cities listed on the air carriers certificates as of Tuesday, October 24, the CAB is also directed to review all cities which have been deleted from air carrier certificates since 1968. From that list the CAB will decide whether any of those cities should be eligible for the new community based subsidy program. After that process is complete, the CAB can continue to add additional points to the air service map, as long as the number of points receiving subsidy does not exceed the total number of points which received subsidy on July 1, 1968.



LET US KNOW

Montana and the Sky would like to remind its readers and aviation organizations interested in advising Montana's aviation community of upcoming events that all copy for publication must be received by the 5th of the month in order to be published the following month.

Printing schedules require this thirty-day lead time, so please remember to send your notices at least one month in advance.

Centerline



By: Jim White, Chief Air Transportation Bureau

I had a conversation the other day with some of the fellows who work at the Billings Flight Service Station. We talked about the use of various frequencies available at the FSS. All FSS, as we know, have the frequency of 122.2. In addition, FSS also have a discreet frequency such as 122.6 at Billings, 123.6 at Lewistown, 122.65 at Missoula, and so on.

Whenever making an extended communication, such as filing a flight plan, it is much better, both for the pilot and those at the FSS to use the discreet frequency. There is much less congestion on these frequencies in the local area, and less chance of getting cut out by some other aircraft. There have been times when Billings has received communications from high flying aircraft talking to Spokane on 122.2.

Billings also has an area outlet located at Harlowton. This will aid low flying aircraft to call Billings if they cannot get another station in this area. Call "Billings Radio" on 122.4 in the Harlowton area.

Also, a brief reminder that "Flight Watch" is available on 122.0. Most of the state is tied in with "Great Falls Flight Watch" while the southeast part of the state, including Billings, is tied in to "Casper Flight Watch." If you are not sure what station to call, just call "Flight Watch" on 122.0, give your identification and location in relation to the nearest VOR and the appropriate facility will respond. This is an excellent method of getting pertinent information, such as pilot reports, to pilots in a timely fashion.

* * * * *

How Cold Is It?

When we plan our day's activities on a winter morning, an almost invariable question is, "How cold is it this morning?" Then we look at the ther-

mometer and try to dress accordingly. If we have to be out of doors, as is frequently the case with flying (remember those painfully cold pre-flight inspections?!), we know that the temperature alone gives too little information. Wind also has an effect. Thus, if we have an idea of how much the wind adds to the chilling effect of temperature, we could protect ourselves better.

The problem of how much heat the body will lose under given conditions of temperature and wind has been studied for some time. A reasonably satisfactory solution has been found. The result can be expressed as a "cooling power of the air" or "wind-chill index." The term "wind-chill index" is preferred because wind and temperature are the only variables considered. It would be misleading if a person got the idea that the chill index indicated how "chilly" he would feel out in the weather because our feeling depends on other things besides wind and temperature such as state of nourishment, individual metabolism, and protective clothing. However, the wind-chill index is a good guide as to what clothing will be needed for protection from the cold. This is especially important if you will have to be exposed to these conditions for a period of time.

An example of the effect of wind on the wind-chill index, the following gives figures for a 20° F temperature and several wind speeds.

Wind (MPH) with Temperature 20° F	Chill Index (Equivalent Temperature)	Descriptive Term
10 MPH	-3	Very Cold
20 MPH	-10	Bitter Cold
35 MPH	-20	Extreme Cold

U.S. Customs Withdraws Superfluous Regulation

U.S. Customs, Washington, D.C. has withdrawn a proposed regulation which would have required Canadian aircraft pilots entering the United States to obtain a special travel permit from U.S. Customs with named airport landings and dates in the U.S., in addition to customs inspection requirements now in effect at the airports of entry along the northern border.

The Montana Aeronautics Board has opposed the proposed rule as being discriminatory because Canadian automobiles entering the U.S. are not required to get a travel permit, and such a rule would result in Canada responding in kind with air travel restrictions on U.S. owned aircraft entering Canada.

The U.S. Customs withdrew the proposed rule after receiving no support for it from aviation groups in both the U.S. and Canada.

Airports of entry with U.S. Customs inspection facilities in Montana include Billings, Cut Bank, Havre, Great Falls, Glasgow, East Poplar, Sweetgrass and Glacier Park International in Kalispell.

WIND CHILL TABLE																	
°F. Dry-bulb Temperature																	
	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
Wind Chill Index																	
MPH (Equivalent Temperature)—Equivalent in cooling power on exposed flesh under calm conditions																	
CALM	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
5	33	27	21	16	12	7	1	-6	-11	-15	-20	-26	-31	-35	-41	-47	-54
10	21	16	9	2	-2	-9	-15	-22	-27	-31	-38	-45	-52	-58	-64	-70	-77
15	16	11	1	-6	-11	-18	-25	-33	-40	-45	-51	-60	-65	-70	-78	-85	-90
20	12	3	-4	-9	-17	-24	-32	-40	-46	-52	-60	-68	-76	-81	-88	-96	-103
25	7	0	-7	-15	-22	-29	-37	-45	-52	-58	-67	-75	-83	-89	-96	-104	-112
30	5	-2	-11	-18	-26	-33	-41	-49	-56	-63	-70	-78	-87	-94	-101	-109	-117
35	3	-4	-13	-20	-27	-35	-43	-52	-60	-67	-72	-83	-90	-98	-105	-113	-123
40	1	-4	-15	-22	-29	-36	-45	-54	-62	-69	-76	-87	-94	-101	-107	-116	-128
45	1	-6	-17	-24	-31	-38	-46	-54	-63	-70	-78	-87	-94	-101	-108	-118	-128
50	0	-7	-17	-24	-31	-38	-47	-56	-63	-70	-79	-88	-96	-103	-110	-120	-128
LITTLE DANGER (for properly clothed person)					INCREASING DANGER					GREAT DANGER							
Danger from freezing of exposed flesh																	
(Wind speeds greater than 40 mph have little additional chilling effect.)																	

Calendar

January 6-8 — Portland AOPA Flight Instructor Refresher Course. Call toll free to register (800) 638-0853.

January 13-15 — Seattle AOPA Flight Instructor Refresher Course. Call toll free to register (800) 638-0853.

February 14 — Commercial Air Service meeting. (See article) Pilots lounge, Billings Airport, 11:00 a.m. Call Jack Lawson for further details (406) 248-1611.

March 5-9 — Flight Instructor Refresher Course, Helena, MT. (See article) Contact Jack Wilson (406) 449-2506.

March 6-8 — Fifth Annual Aviation Maintenance Seminar, Bismarck, N.D. Contact Frank Argenziano (701) 775-2240.

March 14 — Ag re-certification clinic, Ramada Inn, Billings.

March 15-17 — MATA convention, Ramada Inn, Billings.

April 28-30 — Denver AOPA Flight Instructor Refresher Course. Call toll free to register (800) 638-0853.

May 18-20 — MPA convention and annual meeting, Outlaw Inn, Kalispell.



THE SEVEN DEADLY SINS OF MOUNTAIN FLYING

Avarice — not knowing when you have had enough for one day.

Gluttony — carrying more weight on board than the plane can safely lift.

Lust — over-eagerness to get somewhere for no valid reason.

Miserliness — unwillingness to invest in supplemental oxygen.

Pride — assuming you know more about flying the mountains than you do.

Sloth — not troubling to file a flight plan or get a thorough briefing.

Wrath — childish annoyance with the weather, leading to unwarranted risks.



FIRC

By: Jack Wilson, Chief
Safety and Education Bureau

The Montana Aeronautics Division is sponsoring its annual Flight Instructor Refresher Course on March 5 to 9, 1979. The ground school portion of this seminar, which will be on the 5th, 6th and 7th, will be open to all flight instructors who wish to attend. The flight portion of the course will be held on the 8th and 9th during the last two days of the course. The flying portion will be attended by those flight instructors selected by committee to participate. Flight instructor examiners and aircraft utilized for the flight portion of the seminar will be furnished by the Montana Aeronautics Division. Flight instructors attending the last two days will receive instruction from the flight instructor examiners as well as a certification check at the end of the course if one is required.

The ground school and the housing for the entire course will be at the Colonial Motor Hotel in Helena, Montana. Those flight instructors which are only attending the ground school portion will attend at their own expense. Flight instructors who are selected for the entire course will be furnished housing on the nights of March 7 and 8, in order to attend the flight portion.

Applications will be sent out to all eligible flight instructors in early February, 1979. To attend this course application should be made in plenty of time for proper selection

by the committee for those who will attend the flight portion.

If there are any questions concerning this course prior to receiving applications, please direct them to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601.

Pilots Can Get Special Number

The Federal Aviation Administration has told the nation's pilots they can continue to request and receive special identification numbers for their aircraft just as motorists in most states can get special license numbers for automobiles.

Last November, the FAA proposed to discontinue the practice because of the additional cost involved.

The FAA's decision to withdraw the proposal followed a review and analysis of the 464 public comments, all but seven of which oppose the measure.

However, the agency is making certain changes in the procedures for issuing special identification numbers in order to hold down costs.

Telephone requests to determine the availability of specific numbers no longer will be accepted. Individual manual checks of the aircraft registry to determine the availability of numbers also will be discontinued in favor of periodic computer checks.



Fuel Availability

We have been informed by the aviation fuel concessionaires at some of Montana's smaller airports that they are having trouble maintaining a fuel supply. This problem seems to be due in part to new minimum order requirements from their suppliers. Some operators are even dropping their fuel concession for this reason.

If you are planning a fuel stop at one of Montana's smaller airports, better call ahead and check on fuel availability.



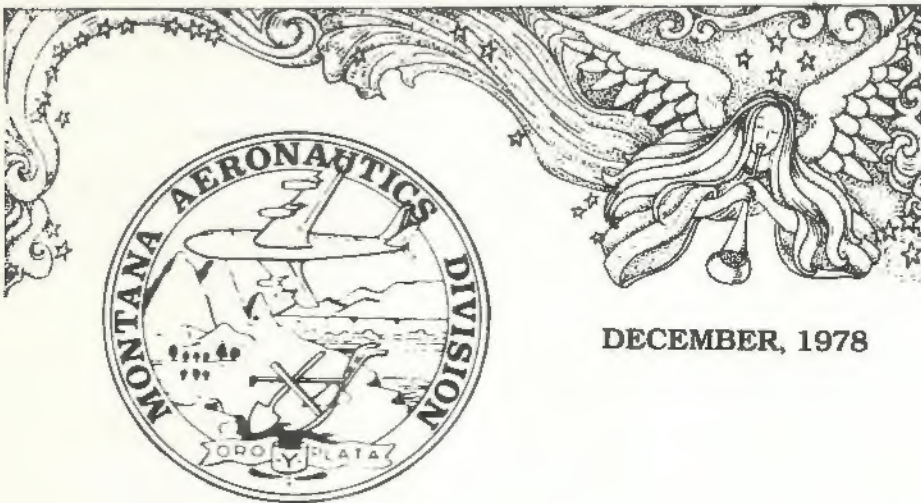
Part of the old Helena terminal building being moved away to make room for a new National Weather Service building.



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DECEMBER, 1978

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